



# "The Marque"

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Events  
Early TR Man  
Tales of the Frankenstag

*June 2013*

## **MVT Officers**

President: Lorna Ball, 937-746-5189  
Vice President: Curtis Hayes, 937-610-8832  
Secretary: Stan Seto, 513-683-7974  
Treasurer: Harry Mague, 937- 426-3802  
Membership: Valerie Relue, 937-667-5227  
Events: Bruce Clough, 937-376-9946

Please send comments/suggestions to:  
[news@miamivalleytriumphs.org](mailto:news@miamivalleytriumphs.org)  
or to the P. O. Box.

Cutoff date for next month's Marque is the 20th.

### Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at **Logan's Roadhouse 2819 Centre Drive Beavercreek OH**, unless otherwise noted in the "Marque". General membership meetings are at 7:30 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

**President's Report:** ~ Lorna Ball

Winners! Winners! Winners! The Webster Street Car Show was Saturday, the 18<sup>th</sup> and as usual, our club was well represented. Those who came home with awards were the Magues, Allison, Rutledges, Sipos, Whites, Stan, Curtis, the Cloughs (2), Stinsons, Biglers, Stouts and Stobles. I sure hope I didn't miss anyone. And, to top it off.....Curtis won the 50/50 pot and took home \$82!!!! One can assume Curtis will be buying our meals at the June meeting. Congrats to EVERYone!

Things are truly under way for TRA2014. Had a well attended meeting on May 15<sup>th</sup>. Learned a lot, laughed a lot and decided a lot. The website <miamivalleytriumphs.org/TRA2014> will be up and running by the end of May. Bruce has been working on the brochure. It will be ready to pass out at this year's TRA meet. A club release (both a long and short version) is complete with Bruce taking care of the distribution. Chuck as Vice-Chair (?) Looks like Lois and Don Bigler will handle awards, Harry will be our Treasurer (and will be setting up the TRA2014 account by July 1<sup>st</sup>), Ted and Eden will host the hotel rally, Ellis and I will be hosting the BBQ (or picnic) Thursday night and Chris Yanity will be handling the door prizes. Five of us gals are going to make a quilt to be auctioned off. Any other quilters out there? Let me know and plan on joining us June 4<sup>th</sup> for a meeting and a trip to The Fabric Shack in Waynesville. Stan was unable to attend the meeting but I believe he will be handling registration. Everyone said they would help with anything that needed done. Things are falling into place folks. It's gonna be great!

There will be a sign-up sheet at the June and July meeting for BCD volunteers. We don't have an August meeting before BCD, so it's time to put everything in motion.

Remember it's time to pay your dues! Cash or check.....fork it over people!

**Secretary's Report:** ~ Stan Seto.

President Lorna Ball called the May 1, 2013 meeting of the Miami Valley Triumphs to order at 7:30 p.m. with a salute to the Queen. The group met at Logan's Roadhouse on Centre Drive in Beavercreek.

**Officer's Reports**

Prez Lorna reminded everyone that it is renewal time for dues. Twenty dollars to renew, please pay Valerie ReLue.

She passed out brochures the owner of the Home Place gave her on the Spring Tour. The Home Place was a fun stop in Georgetown and included a deli, Amish furniture and food, and unique faux food decorating items which some members could not resist purchasing. Not to mention any names, Bruce and Lorna.

Vice President Curtis Hayes had nothing to report, and he reported it with flair.

Secretary Stan Seto wasn't at the meeting so couldn't win the 50/50. There was much rejoicing. In his absence, Lorna said the minutes were in the April Marque and asked if everyone had read and if there were changes. Bruce Clough made a motion to accept the April minutes and Curtis seconded.

Treasurer Harry Mague summarized that the club has \$2500 and change in the bank. For a detailed report, please see the April Marque.

Membership Chair Valerie ReLue reported that we have 36 members, 10 of whom renewed this evening.

Events Czar Bruce Clough thanked the folks who participated in the Spring Tour. Upcoming Events May 5: Cincinnati British Car Club is hosting an International Car Show at Easy Street Customs in Milford. \$10 entrance fee, check [www.bccqc.com](http://www.bccqc.com) for details.

May 18: British Transportation Museum is hosting the Webster Street Market show in Dayton. At Bruce's request, Harry reported that the show starts at 9:00 and so far he has 30 cars pre-registered, some from Indiana and Michigan. Harry has collected 40 nice door prizes for the show. Pete Stroble's daughter will run an activity for kids. The venue is a good one, with shopping and places to eat at the Market.

May 19: Columbus British Car Day at Polaris, at the Quaker Steak and Lube. Check Buckeye Triumphs website [www.buckeyetriumphs.org](http://www.buckeyetriumphs.org) for details.

June 2: Ft. Meigs show. Harry reported that venue is good, Fort is fun to walk around and it is in a nice

park. He will be attending this year. See [www.lebcc.org](http://www.lebcc.org) for details.

June 12-15: TRA, see April Marque or talk to Bruce or Chuck for more details.

June 22-24: mid-Ohio Vintage Grand Prix.

[www.midohio.com](http://www.midohio.com)

July 12-13: Len Immke show in Dublin on Saturday.

[www.arthritisautoshow.org](http://www.arthritisautoshow.org)

July 20: Summer Pool Party at the Ball's. Details forthcoming.

Chuck White added to the events list that this Friday, May 3, starts the Xenia First Fridays Events, which run the first Friday evening of each month through October. They have added a cruise-in to their festivities, 5:00-9:00 p.m. Parking is at Shotz restaurant, 44 Xenia Towne Square, with overflow in the 5<sup>th</sup>-3<sup>rd</sup> Bank lot across the street. He and Chris will be attending this Friday, let them know if you want to attend and they'll save you a spot.

#### Committee Reports

Technical and Newsletter had nothing to report.  
Spares: Bruce had H6 carburetor for TR4  
Regalia: Pete Stroble had the regalia, Buy Here, Pay Here. There was some discussion about cling decals, which deteriorated rapidly into bad Star Trek Klingon jokes.

#### BCD

Lorna reported that the next British Car Day meeting would be May 9<sup>th</sup> at 7:00 p.m. at Poelking Lanes. She will be taking shirt samples. Colors are currently undetermined.

#### Old Business

Bruce will be emailing about a TRA14 committee meeting at which he wants to finalize staff, look at the website, and create a brochure to take to TRA13. Date and time TBA.

#### New Business

Lorna initiated a discussion of whether anyone wanted to move the July meeting from July 3 to July 10. She wondered whether enough folks had plans for July 4 to merit moving the meeting date. General consensus was no, so meeting will be July 3 as scheduled.

#### Comments

Chuck congratulated Lorna for a record breaking short meeting.

Lorna reported on upcoming birthdays in May and we sang the birthday song.

10<sup>th</sup> Bridgett (she'll be 15, egad!)

16<sup>th</sup> Harry

17<sup>th</sup> Pete

50/50 raffle was won by Stan oops I mean Curtis. Sorry, it's a habit.

Lorna let the club know that the quilters in the group are exploring the possibility of creating a quilt to raffle at TRA14. It will have a car theme. Bruce suggested using TRA t-shirts for some of the project. Quilters appeared intrigued.

With no further hurrahs, huzzahs or hoopla, Bruce made a motion and Harry seconded that the meeting be adjourned.

#### **Treasurer's Report:** ~ Harry Mague

Treasurer's Report: As of 1 May 2013, we have a balance of \$2539.57. Since May 1, 2013 the club had the following income: 50/50 for \$13.00 and Membership renewals for \$300.00. Total income for 1 May is \$313.00. The club had no expenses in May. Balance for 1 June 2013 will be \$2852.57

#### **BCD 2013 – Second Meeting, Thursday, May 9, 2013**

Submitted by: Lorna Ball

#### **Attendees:**

Skip Peterson, Dave Gribler and John Scocozzo for the MG Car Club: Lorna and Ellis Ball, Lois and Don Bigler and Pete Stroble for MVT.

#### **Topics Discussed:**

---We picked the color of this years' shirt..."stone blue". The last time a blue was used was 2007. It was agreed that we would order the same amount of shirts as last year (264). ....celebrating Aston Martin--100 years old. It will be printed on the back of shirt in navy blue outline. Front of shirt will have "stay on the back roads" above logo. The art work will be sent to everyone next week for approval.

---Had ONE online registration at the time of meeting.

---The Moss bags will be shipped to Lorna and Ellis' home. Skip will send email to Moss.

---Don and Lois Bigler told ideas for road sign.

---John Scocozzo will reach Stan to discuss ways to streamline car registration. He has some good ideas for saving Stan a lot of work. There was also talk on better ways to send out reminders online and save us some of printing expenses with making up so many flyers. (\$243.65 spent on this years' printed flyers)

---Skip informed us that Mr. John Dixon, the owner of TagMaGaraj, has cancer of the spine. Please include him in your prayers.

---Ron Parks is reaching Wise Choice British Foods to see if they wish to be a sponsor. We are also reaching AAA. Other sponsors already on board are MG Auto and The Pub at the Greene.

Meeting was adjourned at 7:40pm with next meeting set for Monday, June 24th, 7pm at Poelking Lanes.

**Events:** ~ Bruce Clough

## Upcoming MVT Events June 2013!

Upcoming Events From your MVT Event's Chair –  
Bruce Clough – [bclough@woh.rr.com](mailto:bclough@woh.rr.com)  
937.238.4962

### Event's Chair Note:

Busy month – starting to ramp-up in car show fun....

### May Events Recap

#### 2<sup>nd</sup> St Market British Car Show

Sponsored by the British Transportation Museum, the 2013 show was on 18 May, which started out with rain, but ended a decent day. I suppose

someone will write a long article on this, as for me I like to annotate pictures.



**Harry contemplating the meaning of life at the registration tent, or maybe he was just posing for the photographer, dunno.**



**Harry's car – notice how lonely it is, the ONLY TR6 at the show. Might be a tough class. You think he could afford a top by now.**



**Chuck and Chris get the engine washed**



**Not a Triumph, but any time the Stout's Lotus makes it to the show we applaud!**



**1130, better.**



**White's and their optimistic picnic basket**



**1PM and the sun is coming out!**



**1030 and raining**



**There were a lot of awards given out to MVT members that day – in fact, all MVT member's trophied, but maybe Harry had the hardest class. Yep, tough fight in the TR6 class that day, but Harry prevailed.**

## June Events

### 1 Jun 13 – Rods & Rails – Train ride and car show in Mason.

Are you a car collector or enthusiast that enjoys the history and beauty of classic cars at your fingertips? If so, come to the Brazenhead Irish Pub in Mason, Ohio for the LM&M Railroad's first car show Rods & Rails! This event is a double feature! You can stroll the lot looking at award winning automobiles and take a ride on the LM&M Railroad's vintage train cars! It's a day packed with nostalgic Americana.

Do you have a classic car you want to show off or compete against local collectors? Pre-register by calling the Mason Historical Society at 513-398-6750 or emailing at [msocietyl@cinci.rr.com](mailto:msocietyl@cinci.rr.com).

Registration is \$15 per car, and includes 2 free tickets to ride the train that day.

Website for this is:

<http://www.lebanonrr.com/rodsrails.html>

### 2 Jun 13 - Fort Meigs Perrysburg, Ohio - 15th Annual British Return to Fort Meigs British Car Show

- All British Marques welcome. The Lake Erie British Car Club will be hosting their 14th annual car show "The British Return to Fort Meigs" at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. The show runs from 10 am to 3 pm. After viewing and voting on your favorite British vehicles, you will have opportunities to tour the restored fort from the War of 1812, shop at one of the vendors or sample some tasty food. Voting by popular vote. Dash plaques to the first 200 registered, goody bags, and lots of door prizes. Pre-registration is \$12.00, day of show is \$15.00. Event shirts will be available. Mark your calendars now! See you there. Contact: Tony Shoviak. Phone: 419-878-2041.

Email: [tenntony@roadrunner.com](mailto:tenntony@roadrunner.com) or visit [www.lebcc.org](http://www.lebcc.org).

**5 Jun 13 – MVT Monthly Meeting – Logan's Roadhouse** – off of North Fairfield road in front of Kohl's/Best Buy/Lowes and across from the Fairfield Mall. Dinner at 6:30PM, meeting at 7:30.

**9-17 Jun – TRA Tour - come with the Clough's for great fun to and from TRA! Look for the info later in this column.**

**9 Jun 13 - 36th Annual Ault Park Concours d'Elegance**, Cincinnati, OH - [www.ohioconcours.com](http://www.ohioconcours.com)



**28-30 Jun 13 – Vintage Grand Prix.** Mark your calendar....history will be put in motion this summer at Mid-Ohio Sports Car Course in Lexington, Ohio with the Mechanics Bank Vintage Grand Prix of Mid-Ohio, June 28-30, 2013.

The annual celebration of legendary automobiles will feature the British Car Showdown on Saturday, June 29, and the Concours d'Elegance on Sunday, June 30. Cars of every make and model are eligible for the Concours d'Elegance. The Stars and Stripes will fly high this year as the Featured Marque is expanded to American Muscle.

For those looking for the ultimate weekend out, we offer a special Hospitality Ticket. The VGP Hospitality Ticket (includes a Weekend General Admission Ticket, access to a VIP hospitality area for both Saturday and Sunday, and a lap of the track) is available at an Advance Price - \$40 (available through May 3), or after that at the Standard Price - \$50.

Call 800-MID-OHIO or visit [www.midohio.com](http://www.midohio.com) to order your tickets.

Not a member of a car club or passing on the car show? Remember, there will still be parking reserved for you and your vehicle. Head down to the infield during the race weekend and look for the Miscellaneous Parking Corral and enjoy the company of other amazing automobiles.

We look forward to seeing you and your club at the Mechanics Bank Vintage Grand Prix of Mid-Ohio, June 28-30!

Sincerely,

Connie Bruce, Media & Sales Assistant  
Mid-Ohio Sports Car Course/The Mid-Ohio School  
614-793-4600

## July Events

**3 Jul 13 – MVT Monthly Meeting – Logan's Roadhouse** – off of North Fairfield road in front of

Kohl's/Best Buy/Lowes and across from the Fairfield Mall. Dinner at 6:30PM, meeting at 7:30.

**14 Jul 13 - Cincinnati British Car Day** - Come one come Ye All to this year's British Car Show at Harbin Park in Fairfield, Ohio from 9am until 4pm. This year's cars will be the MGTD and Delorean. There will be Door Prizes, Food & Refreshments. Registration form can be found at:

<http://www.bccgc.com/PDF/2013%20Registration%20Form.pdf>

We will be caravanning to the show and plan to have a dinner afterwards. Traditionally we meet at the Bob Evans at the Ohio 122/I-75 intersection, breakfast at 8 and we leave at 9.

Of course, that's tradition. We could meet earlier at a place closer to the Dayton metroplex, or a bit later, say at the Frisch's, corner of Ohio 4 and Liberty-Fairfield Rd just Northeast of Hamilton. I am looking for inputs. There are some restaurants at Oh 63 and I-75, but the ones open at that time of day don't get good marks...

**20 July – MVT Tour and Pool Party.** Tentative Date for MVT Pool Party at the Ball's. Also look for Part 2 of the Rutledge Tour!

### August Events

**2 Aug – Afternoon/Evening Set-up for BCD.** Rumors are there is a birthday or two on this date also.



**3 Aug – Dayton BCD. You cannot escape this.** If you haven't registered yet, you will! Head to this website:

<http://www.britishcardaydayton.com/>

Catchy, no?

**31 Aug – MVT Run – driving somewhere over twisty-turning roads!**

### Latter Events

**21 Sep – Harvest Tour – Another Excuse to drive your car!**

**28 Sep – Fall Tech Session – Clough's Garage – get the car ready for the Fall Tour!**

**4-6 Oct – MVT Fall Tour – this time to the east of Columbus – expect a weekend drive (two night stay – leaving Friday and returning Sunday).**

**2 Nov – Last Fall Tech Session Clough's Garage**

**9 Nov - Guy Fawkes Tour & Bonfire**

**7 Dec – MVT Holiday Soiree and a light tour.**

That's the planning so far – want to discuss this at the January MVT meeting. Oh, as if you might not know...

## **June 2013 – Heads-up – the announcement of the 2013 MVT Triumph Register of America National Meeting Tour d'KY**

MVT – as you may, or may not know – every year I put together a tour to and from the Triumph Register of America's National Meeting. The goal is to enjoy the trip there and back – exploring new places and revisiting good places - and staying at inns and lodges you might not know about.

This year the TRA meeting is at Kenlake State Park in Western Kentucky on 12-16 Jun. The goal is to spend a couple of days getting there, and taking a couple of days to come back. Sure – you can drive that in a day easy, even in a Herald (smile), but the goal is to visit the scenery you are passing by, not just note it. We will start the tour on Sunday, 9 Jun by meeting in Wilmington OH at the Frisch's Big Boy and head southwest from there.

Sunday – the goal of this day is a lazy cruise to Ripley for lunch, cross the Ohio on a Ferry to Augusta KY to do some shopping, and then head toward Lexington (via at least one winery) staying that night in Versailles KY at:

<http://www.montgomeryinnbnb.com/>



There is also a chance we'll try and stop by a place featured on Drive-ins, Diners, and Dives. Monday – we are going to do the Bourbon Trail.

<http://kybourbontrail.com/>

...of course staying sober, but also enjoying good KY whiskey. We have always wanted to do this, and were planning it for the 2011 Fall Tour, but ended up doing wineries instead.



We should be hitting 4-5 distilleries that day and ending up in Bardstown at the:

<http://www.jailersinn.com/>

Tuesday – Leisurely cruise to Kenlake, stopping by a few places, including Bill Monroe's home town. I'll bring a mandolin, who has the Banjo? That night through Sunday morning we will be at Kenlake:

<http://parks.ky.gov/parks/resortparks/kenlake/default.aspx>



Wed – Sun (morning) will be TRA, and we'll let the folks doing it let you know later what the fun activities will be. After it's over Sunday we will be heading north across the Ohio, taking in some wonderful southern Indiana roads and ending up at my favorite Indiana State park – Spring Mill, which has a fantastic lodge:

<http://www.in.gov/dnr/parklake/inns/springmill/index.html>



Monday #2 – we will head for home, but not on the interstate – maybe visit a few towns we blew through while visiting Metamora a couple of years back, dunno! There's a few decent wineries on the way also!

So that's it in a nutshell, a fun time is being planned – more updates as get them – if you are planning on going better make reservations now.



June 2013 Bruce Clough ([bclough@woh.rr.com](mailto:bclough@woh.rr.com))

### Introduction

Going on four months since I've launched into redoing The Grey Ghost. Much progress made,



much work to do. Completing the body panels this month, or at least the stripping. Dunno what I'm going to do next since tearing into the engine and tranny will be costly! Anyway, this month is about more body work...

### Dip Lines



**Dip line showing on driver's fender – paint sticks much better where it was dipped**

Something I noticed while I've been redoing the body panels is a "dip line" running about half way up. I first noticed this on the front driver's fender where after the paint was stripped the lower metal had a darker hue to it. I also noticed this on the doors:



**Dip line on passenger's door**

Evidently the factory did do some anti-something dipping.

*If it was anti-rust, it didn't work.*

I asked the Triumph Forum (TRA Forum) and folks remember pictures of the cars being dipped, but don't remember exactly what for. If you do, let me know.

### More Cracking

Both doors show cracking of the metal on the outside of the door hinge mount. Top hinge on the

driver's door, and bottom hinge on the passenger's side



**Crack on the outside of the hinge mount, passenger door**

This is due to probably what the jet engine guys would call high-cycle fatigue. Over the years the vibration and opening/closing of doors caused the metal to crack in the weakest place – outside of the hinge mount area (outside where it is reinforced) where the hinges were pressing against the metal on the edge of the re-enforcement. Structural guys would say that set up a shear in the metal. Interesting that the failures were not the same hinge...

Anyway, due to where the hinges were hitting this I was a bit leery of just welding in the crack since I would then have to space the hinge and then wonder what that would do to the door alignment, which was pretty good prior to taking this all apart. Upon inspection I noticed that against the re-enforcing bracket the crack was straight, but after it passed that bracket the crack fanned out into a couple and became less distinct – which means the tension tearing it apart was significantly lessened – makes sense since after the initial failure the shear was much less.

I also noticed that there was grey paint in the cracks which meant the cracks were there back in the late 1980s, so they have not grown much, if at all, since then. What I decided to do was to stop-drill the cracks to keep them from going any further (stress release), and use some JB Weld to stabilize the crack while not messing with the hinge clearance.



**Stop-drilled cracks on the driver's side door**  
I have my appendages crossed!

**Da Nose**

I noticed as I went around the car that the paint kept getting harder to strip - each piece took a bit more work to get the paint off. The hood was tough, but nothing like the nose. That paint must have been a quarter inch thick on top. Why? Probably since the nose is easy to paint, so they just slathered it on. It took me a good 5 hours to strip that puppy - most of that was scraping time - if you don't count the overnight and daytime hours I was letting the safe stripper sit.



**Stripped Nose and the Refuse - great name for a group, no?**

There are a few dings, but in general this is a very decent nose. Not much filling will be needed to get it to "good enough for me" shape, but I need to get it good enough for Alice, which is another matter.

**Status**

Anyway, after about a month of beating, pounding, stripping, yelling, cussing, and generally berating that MAACO paint job I managed to get the paint off the car and shot a coat of cheap primer on it to keep the rust down. It's getting there.

Now the fun starts, get the body back on the frame, fit to the frame, then adjust the body panels to fit, add hydraulic lines and gas tank lines, fit the grill, and get the body back off and work on drive train and frame.

Hat's off to the club members that helped us get the body back on the frame, and also helped us get a unique piece of furniture downstairs!



**All dressed up with nowhere to go - the body stripped**



**Stripped body back on the frame to test fit and fix alignment issues**

Once back on the frame I noticed the alignment issues I had back in 1988 had not gone away with time. The rear fenders are somewhat forced to fit, but once the beading is in place it's not very noticeable.

The doors, on the other hand, still fit miserably; both are too far forward on the hinges (the cracking I noticed on the door was probably just another symptom of that) with the passenger being the worst. On the driver's side I just bent back the hinge plate (actually flattened it) and the door shut fine! The passenger side already had non-bent hinges, so I couldn't pull that trick, instead I measured 8 3/8" washers such that it would close half the gap at the rear of the door and also lifted the lower back corner a tad. Epoxied the washers

to the door in the proper place and now the door fits a lot better – there is still some slight bowing to the bottom of the door, but it's much better than it was. Fuel cell (15 gallon rectangular one from Summit Racing) fits okay, but as I feared the 90 degree AN-8 fittings I used on the Stag run into the body, so I need to change fittings. I've decided to use racing rubber fuel line rather than go with a hard line. It will use the same frame holes, but I will have to hold it on with a clamp rather than the clips the hard line uses. Will also have to evaluate whether I'll have to armor it in any area.

I was going to make a custom grill for the car, but decided to just use the original one since it was in decent shape. Although the nose has a few dents here and there in it, it's not been hit so the grille is still flat. When the time comes I will power coat it the body color.

Anyway – Memorial Day, and that is where I am at.

# Tales of

## The FrankenStag

February 2013 - Bruce Clough

This month I'm just closing the loops on a few stories. I've been driving it for a few weeks now and have learned/discovered a few things.

### Evans Coolant Integration – The complete story (cont)

I think I left this story off after I had put in the new coolant – Evan's waterless coolant – based on an ethylene and propylene glycol mixture. Well, since then I've driven the car a few times and would like to report it's working well (so far). Car is cooling normally and the amount of coolant weeping from next to #1 cylinder is considerably less (and we hope it stays that way so I don't have to pull that head again!).

I did have to put back on the expansion tank. I went with a 4lb cap (a-la TR3) with a simple overflow, but this stuff has a decent expansion rate, so the car "wizzed" on the driveway the first time I let the engine warm up to operating temp. Besides that, it's been flawless – will continue to watch this and will report out anything unusual.

### Music, Music, Music – continued also

Last time I discussed the new amp, equalizer, and Bluetooth network device. Well, it all works as advertised, but with a few quirks, the worst being a significant "turn-off" chirp followed closely by it deciding to turn off the connection when firing up Pandora on the iPhone. What's up with that? It's loud enough to hear it on the road at speed with the top down, and have Duncan complain "it's too loud dad!", and the equalizer has eliminated some of the nasal qualities of the cheap speakers. So far the under seat location isn't causing any issues. Only issue is on turn-off there is quite a "pop" – well, at least you know it is off.

### Highway Cruiser!

Fifth gear, 65 mph, 1700 rpm. I think I built a real monster as far as gas mileage on the highway. On the back roads I'm never in 5<sup>th</sup> gear. Of course I pay for it in acceleration. As you might expect this won't win any drag races! Well, maybe, if I was racing my old '78 coupe with the automatic tranny – I'd beat that!

### Recoat of Exhaust manifold

Those long time fans of Tales of the FrankenStag might remember two years ago when I put the TR7 engine in the FrankenStag I painted the manifold with some old manifold paint I had sitting around and then threw it in the BBQ grill to cure.

Fast-forward two years and that paint is pretty much gone. Time to try it again.

I noticed that POR-15 is now making manifold paint and is being sold by Eastwood.

<http://www.eastwood.com/por-15-black-velvet-hi-temp-paint-16-oz-pint.html>

What the heck, let's give it a try.

First, had to get the old paint off. I just happen to have a large collection of various wire brushes that just happened to shine that puppy up fairly well.



**Rust off, ready for first coat**

Okay, here's the instructions – get off the old paint and rust, put on a coat, and then wait 24 hours and put on a second coat...

...or...

Cure it in the oven at 400F for an hour. Oven gets it.



**Coat #1 - Ready for the oven!**



**Coat #2 coming out of the oven!**



**Back on the car!**

While I was at it I filed out part of the side of the lower front manifold flange mounting hole so you can slip a normal length bolt into it while it's on the car (why couldn't the factory think of that?) .

Glad we kept the old oven for the garage!

Now to drive this thing to TRA 2013 and back. Wish us luck...